

1970, he was arrested for civil disobedience while protesting the Vietnam war named after the late Senator from Minnesota.

Madam Speaker, I urge my colleagues to join me in honoring his life and legacy by passing this bipartisan bill.

Mr. CRAWFORD. Madam Speaker, this bill recognizes Senator Wellstone's service to our country and dedication to the people of Minnesota.

Madam Speaker, I urge the support of this bill, and I yield back the balance of my time.

Mr. STANTON. Madam Speaker, in closing, this bill honors the life of a dedicated public servant, a United States Senator, Paul Wellstone.

Madam Speaker, I urge my colleagues to support this legislation, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Arizona (Mr. STANTON) that the House suspend the rules and pass the bill, S. 5060.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

JAMES D. TODD UNITED STATES COURTHOUSE

Mr. STANTON. Madam Speaker, I move to suspend the rules and pass the bill (S. 4017) to designate the United States courthouse located at 111 South Highland Avenue in Jackson, Tennessee, as the "James D. Todd United States Courthouse", and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

S. 4017

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. JAMES D. TODD UNITED STATES COURTHOUSE.

(a) DESIGNATION.—The United States courthouse located at 111 South Highland Avenue in Jackson, Tennessee, shall be known and designated as the "James D. Todd United States Courthouse".

(b) REFERENCES.—Any reference in a law, map, regulation, document, paper, or other record of the United States to the United States courthouse referred to in subsection (a) shall be deemed to be a reference to the "James D. Todd United States Courthouse".

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Arizona (Mr. STANTON) and the gentleman from Arkansas (Mr. CRAWFORD) each will control 20 minutes.

The Chair recognizes the gentleman from Arizona.

GENERAL LEAVE

Mr. STANTON. Madam Speaker, I ask unanimous consent that all Members have 5 legislative days within which to revise and extend their remarks and to include extraneous material on S. 4017.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Arizona?

There was no objection.

Mr. STANTON. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I support the passage of S. 4017, a bill to name the United States Courthouse located at 111 South Highland Avenue in Jackson, Tennessee, the James D. Todd United States Courthouse.

Judge James Todd was born in Scotts Hill, Tennessee, in 1943. He received a bachelor of science from Lambuth College in 1965 and his juris doctorate from Memphis State University, now the University of Memphis, Cecil C. Humphreys School of Law in 1972.

He was in private practice in Jackson, Tennessee, from 1972 to 1983, and served as a judge on Tennessee's Circuit Court from 1983 to 1985.

In 1985, Judge Todd was nominated and confirmed to the U.S. District Court for the Western District of Tennessee where he served as chief judge from 2001 to 2007. Judge Todd assumed senior status in 2008.

Madam Speaker, I support S. 4017 to name a courthouse after the Honorable Judge Todd, and I reserve the balance of my time.

Mr. CRAWFORD. Mr. Speaker, I yield myself such time as I may consume.

Madam Speaker, I rise in support of the bill, S. 4017, which designates the United States Courthouse located in Jackson, Tennessee, as the James D. Todd United States Courthouse.

I thank my colleague Representative KUSTOFF for introducing the House version of this legislation, which has the support of the entire Tennessee delegation.

Judge Todd was first nominated to the United States District Court for the Western District of Tennessee in 1985 by President Reagan.

Judge Todd served in the District Court as chief judge from 2001 to 2007. After 36 years of public service for the judiciary, Judge Todd assumed inactive senior status in September 2021.

Madam Speaker, I urge my colleagues to support this bill, and I reserve the balance of my time.

Mr. STANTON. Madam Speaker, I continue to reserve the balance of my time.

Mr. CRAWFORD. Madam Speaker, I yield 5 minutes to the gentleman from Tennessee (Mr. KUSTOFF), the sponsor of the House companion to this legislation.

Mr. KUSTOFF. Madam Speaker, I thank my friend from Arkansas for yielding time.

Madam Speaker, I rise today in support of legislation to name the courthouse in honor of a good friend and a good man, the James D. Todd United States Courthouse located at 111 South Highland Avenue in Jackson, Tennessee.

As a native Tennessean, Judge Todd has dedicated his entire life to his community, to his State, and to this Nation.

A graduate of Lexington High School and Lambuth College, Judge Todd received his master's in combined sciences from the University of Mississippi in 1968.

He then went on to receive his law degree from the University of Memphis, the Cecil C. Humphreys School of Law in 1972.

From there, Judge Todd practiced law with the firm of Waldrop, Farmer, Todd and Breen for 9 years before being elected as a State circuit court judge where he served for 2 years.

Judge Todd was then nominated by President Ronald Reagan in June of 1985 to serve as a judge on the United States District Court for the Western District of Tennessee, and Judge Todd was confirmed by the United States Senate on July 10, 1985, with no objection.

For almost four decades, Judge Todd worked tirelessly for the people of Jackson and for West Tennessee and, really, for our entire State.

I will note as a point of personal privilege that Judge Todd administered my oath as the United States attorney for the Western District of Tennessee in 2006, a moment that I will never forget.

In addition to Judge Todd's time on the bench, he has been involved in the Tennessee Boys Club, was the Jackson Senior League baseball coach, served as the Lambuth College Alumni Association president, and was also chairman for the Goals of Jackson Committee.

Judge Todd has been a respected member of the judiciary in our community in West Tennessee. Judge Todd retired and took inactive status last year. I was proud to join our entire West Tennessee community congratulating him on his years of great work and dedicated service.

If I can for a moment, former Madison County Mayor Jimmy Harris, who retired earlier this year from Jackson, Tennessee, who is a friend of Judge Todd, commented when Judge Todd stepped down. This is what Mayor Harris said: "Respect and talent. There is law enforcement, judges, lawyers, the district attorney—you name it. They all have a healthy respect for Jim Todd. But he is the epitome of what a Federal judge ought to be. He makes decisions based on the law and the Constitution. That is all you can ask for."

In my opinion, Mayor Harris, his comments are spot on; and for all these reasons, I am proud to have introduced this legislation that honors Judge Todd. I think Chief Judge Tom Anderson of the Western District of Tennessee said it best when he said, "This is a historic and momentous event for West Tennessee to recognize one of our own and name this outstanding facility after Judge Todd."

Lastly, if I could, I thank every member of the Tennessee delegation, Senators MARSHA BLACKBURN and BILL HAGERTY, and all of my Tennessee colleagues for supporting this legislation.

As such, I urge my colleagues on both sides of the aisle to support the legislation to honor the life and the legacy of Judge James D. Todd.

Mr. STANTON. Madam Speaker, I continue to reserve the balance of my time.

Mr. CRAWFORD. Madam Speaker, in closing, this bill honors Judge James Todd for his many years of service to the United States Judiciary and the State of Tennessee.

Madam Speaker, I urge its support, and I yield back the balance of my time.

Mr. STANTON. Madam Speaker, I urge my colleagues to support this important legislation, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Arizona (Mr. STANTON) that the House suspend the rules and pass the bill, S. 4017.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

SAMI'S LAW

Mr. STANTON. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 1082) to require ride-hailing companies to implement an enhanced digital system to verify passengers with their authorized ride-hailing vehicles and drivers, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1082

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the “Sami’s Law”.

SEC. 2. DEFINITIONS.

In this Act:

(1) **PASSENGER.**—The term “passenger” means an individual who is matched with a TNC driver through a TNC platform.

(2) **TNC DRIVER.**—The term “TNC driver” means an individual who contracts with a transportation network company and provides transportation services facilitated through a TNC platform in exchange for compensation or payment of a fee from a passenger.

(3) **TNC PLATFORM.**—The term “TNC platform” means an online-enabled application or digital network made available by a transportation network company to connect passengers to TNC drivers for the purpose of a TNC driver providing prearranged transportation services.

(4) **TNC VEHICLE.**—The term “TNC vehicle” means a vehicle (also known as a “ride-hailing vehicle”) that is—

(A) owned, leased, or otherwise authorized for use by a TNC driver; and

(B) used by the TNC driver to provide to passengers prearranged transportation services facilitated through a TNC platform.

(5) **TRANSPORTATION NETWORK COMPANY;** TNC.—

(A) **IN GENERAL.**—The terms “transportation network company” and “TNC” mean a corporation, partnership, sole proprietor-

ship, or other entity that makes available a TNC platform to connect passengers to TNC drivers in exchange for compensation or payment of a fee in order for the TNC driver to transport the passenger using a TNC vehicle.

(B) **EXCLUSIONS.**—The term “transportation network company” and “TNC” does not include—

(i) a shared-expense carpool or vanpool arrangement that is not intended to generate profit for the driver; or

(ii) microtransit or other dedicated services provided exclusively on behalf of a government entity, a nonprofit organization, or a third-party commercial enterprise.

SEC. 3. PROHIBITION ON SALE OF RIDE-HAILING SIGNAGE.

(a) **PROHIBITION.**—Except as provided in subsection (b), it shall be unlawful for any person to sell or offer for sale any signage that—

(1) is designed to help a passenger to identify a TNC vehicle; and

(2) either—

(A) contains a proprietary trademark or logo of a transportation network company; or

(B) purports to be signage of a transportation network company.

(b) **APPLICABILITY.**—Subsection (a) shall not apply to any person authorized by a transportation network company to sell or offer for sale signage of the transportation network company described in that subsection.

(c) **ENFORCEMENT.**—

(1) **IN GENERAL.**—A violation of this section shall be considered to be a violation of a rule defining an unfair or deceptive act or practice prescribed under section 18(a)(1)(B) of the Federal Trade Commission Act (15 U.S.C. 57a(a)(1)(B)).

(2) **ACTION BY FTC.**—The Federal Trade Commission shall enforce this section in the same manner, by the same means, and with the same jurisdiction, powers, and duties as though all applicable provisions of the Federal Trade Commission Act (15 U.S.C. 41 et seq.) are incorporated in this Act.

(3) **TREATMENT.**—Any person who violates this section shall be subject to the penalties, and entitled to the privileges and immunities, provided in the Federal Trade Commission Act (15 U.S.C. 41 et seq.).

(d) **SAVINGS CLAUSE.**—Nothing in this section limits the authority of the Federal Trade Commission under any other provision of law.

SEC. 4. GAO STUDY ON INCIDENCE OF FATAL AND NON-FATAL PHYSICAL AND SEXUAL ASSAULT OF PASSENGERS, TNC DRIVERS, AND DRIVERS OF OTHER FOR-HIRE VEHICLES.

(a) **GAO REPORT.**—Not later than 1 year after the date of enactment of this Act, and every 2 years thereafter, the Comptroller General of the United States shall submit to Congress a report that includes the results of a study regarding—

(1) the incidence of fatal and non-fatal physical assault and sexual assault perpetrated in the preceding 2 calendar years (starting with calendar years 2019 and 2020 for the first study)—

(A) against TNC drivers and drivers of other for-hire vehicles (including taxicabs) by passengers and riders of for-hire vehicles; and

(B) against passengers and riders by other passengers and TNC drivers or drivers of other for-hire vehicles (including taxicabs), including the incidences that are committed by individuals who are not TNC drivers or drivers of other for-hire vehicles but who pose as TNC drivers or drivers of other for-hire vehicles;

(2) the nature and specifics of any background checks conducted on prospective TNC

drivers and drivers of other for-hire vehicles (including taxicabs), including any State and local laws requiring those background checks; and

(3) the safety steps taken by transportation network companies and other for-hire vehicle services (including taxicab companies) related to rider and driver safety.

(b) **SEXUAL ASSAULT DEFINED.**—In this section, the term “sexual assault” means the occurrence of an act that constitutes any nonconsensual sexual act proscribed by Federal, Tribal, or State law, including when the victim lacks capacity to consent.

SEC. 5. BUDGETARY EFFECTS.

The budgetary effects of this Act, for the purpose of complying with the Statutory Pay-As-You-Go Act of 2010, shall be determined by reference to the latest statement titled “Budgetary Effects of PAYGO Legislation” for this Act, submitted for printing in the Congressional Record by the Chairman of the House Budget Committee, provided that such statement has been submitted prior to the vote on passage.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Arizona (Mr. STANTON) and the gentleman from Arkansas (Mr. CRAWFORD) each will control 20 minutes.

The Chair recognizes the gentleman from Arizona.

GENERAL LEAVE

Mr. STANTON. Madam Speaker, I ask unanimous consent that all Members have 5 legislative days within which to revise and extend their remarks and include extraneous material on H.R. 1082, as amended.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Arizona?

There was no objection.

Mr. STANTON. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I rise in strong support of H.R. 1082, as amended. I applaud the gentleman from New Jersey, Representative SMITH, for his tenacity for getting the bill to the House floor for its consideration today.

The gentleman and his staff have worked tirelessly through many iterations of this bill. We are here today to take the first steps toward ensuring the safety of passengers and drivers who utilize ride-hailing platforms. Specifically, we are here to pass Sami’s Law, a bill to honor and remember Samantha Josephson.

Sami, a 21-year-old college student, was brutally murdered after she entered a car that she mistakenly thought was the Uber that she ordered.

Her parents, Seymour and Marcie Josephson, have shared their heart-wrenching story firsthand with so many of us on Capitol Hill.

Throughout their grief, they have been committed to working so that no other family will have to go through this kind of pain, and that millions of people who use ride-hailing services can do so with safety protections in place.

Mobility and transportation patterns in many cities have been upended in recent years by companies that through transformative technology platforms have revolutionized how we travel.